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ISSUANCE of a new service bulletin that will require additional inspections of Twin Commander aircraft is likely following discovery of cracks in the spars of 12 airplanes. An existing airworthiness directive calls for inspections to detect corrosion, but does not address the problem of cracks *(see article on Page 133)*.

FIVE GARRETT DIVISIONS of Allied-Signal in the Phoenix area are continuing to lay off workers in response to a lack of new orders for products. When layoffs began in February, the five Garrett divisions in Arizona – Engine, General Aviation Services, Airline Services, Auxiliary Power and Fluid Systems – had about 12,000 employees. As a result of continued cuts in June and another round that began last month, employment is expected to be down about 10 percent to approximately 10,800 by yearend. Company officials say layoffs are "in response to the current [business] environment. We're having to manage our business to respond to that."

UNITED KINGDOM'S Department of the Environment has given approval to a 200-meter extension of the runway at the Docklands Airport in London. The extended runway, which will be just over 4,000 feet when work is completed, will be long enough to permit operation by BAe 146 aircraft, opening the way for nonstop service to a number of European cities from downtown London. Work on the project began before the final government approval was issued and officials say the runway extension should be completed by the end of March.

NOISE POLICY REQUIRES SEPARATE STUDY FOR SMALL AIRCRAFT RESTRICTIONS

The national aircraft noise policy, finally released by the Department of Transportation Tuesday, requires airports to develop a specific analysis for any restrictions on Stage 2 aircraft weighing less than 75,000 pounds *(BA, Sept. 23/127)*. The policy, which exempts aircraft under 75,000 pounds from the mandatory national phaseout of Stage 2 aircraft by the year 2000, calls for airports to supply 180 days notice and detailed analysis before they enact any accelerated Stage 2 phaseout. The noise rule additionally requires airports to receive approval from the Federal Aviation Administration or aircraft operators at the airports before imposing restrictions on Stage 3 aircraft. All existing local restrictions are grandfathered from these requirements.

Sparked by a request from the National Business Aircraft Association, the proposed rulemaking asked commenters if Stage 2 aircraft weighing less than 75,000 pounds should be treated differently from the heavier Stage 2 aircraft *(BA, March 4/91)*. FAA, which received over 300 comments in all, said it received several comments from aircraft manufacturers and operators supporting NBAA's contention that the lighter aircraft should be treated similarly to heavier Stage 3 aircraft. Commenters argued that most lighter Stage 2 aircraft make the same amount of noise, if not less noise, than large Stage 3 aircraft.

Airport operators, environmental groups and private citizens, however, supported treating all Stage 2 aircraft in the same manner. "The Airport Operators Council International and American Association of Airport Executives note that at some airports these will be the noisiest aircraft that operate and at many other airports these aircraft may also significantly contribute to the noise problems. These two groups also claim it is important that airports be permitted to restrict for noise reasons the full range of aircraft, including those that carry few passengers," FAA said.

FAA said that after considering a number of options, it decided on a compromise of sorts: to allow airports to restrict the smaller Stage 2 aircraft without receiving the agency's approval, but to require airports to supply

(Continued on the following page)

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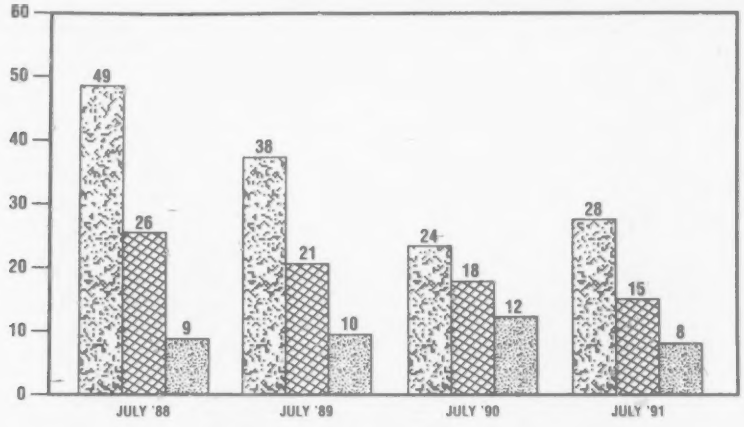
USED RETAIL JET DELIVERIES – NORTH AMERICA



FOR JULY OF 1991

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

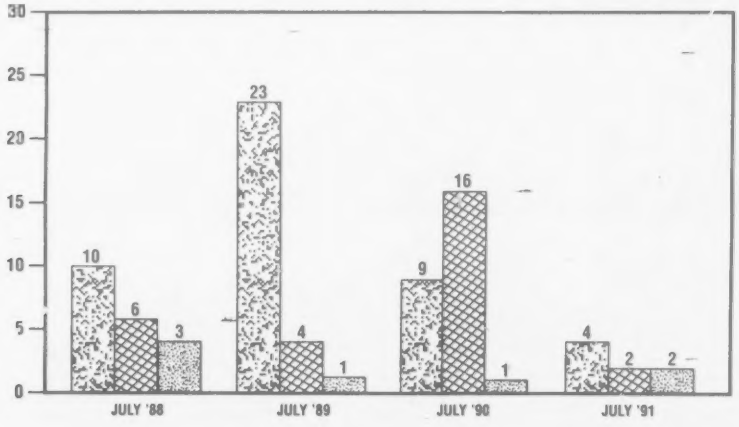
MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



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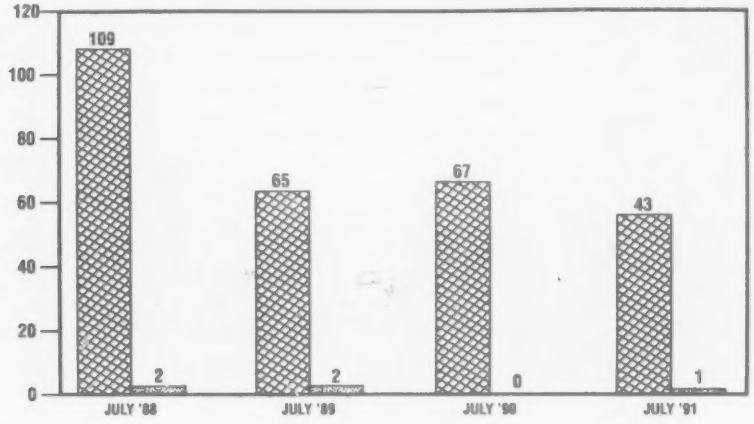
USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR JULY OF 1991

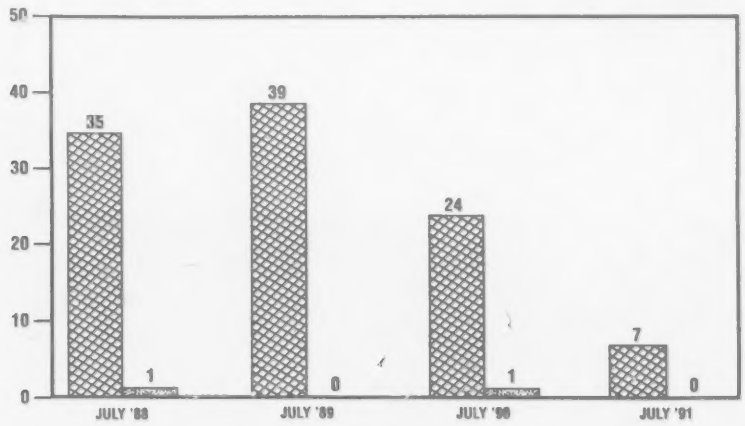
MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



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